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SOURCE Die Wirtschaft, No 24, 1949.

1949 INDUSTRIAL CONSTRUCTION IN SOVIET ZONE GERMANY

The first large construction project of 1949 was building a water supply line for the Max Huetten plant at Unterwellendorf, a metallurgical plant with four blast furnaces. A 4-kilometer pipe line was laid from the Saale River to provide the mill with sufficient water for operation of its blast furnaces.

At Stralsund, the assembly halls of the Volkswerft (People's Shipyard) were built on reclaimed land. The shipyards build, by the assembly method, completely welded motor ships for herring fishing, launching one ship every 3 days. Actual production was under way and ships were being launched even before the assembly halls had been completed. The success of this project is attributed to the personnel policy in force there. One-fourth of the employees are less than 20 years old, another fourth between 21 and 30 years, and one-fifth between 31 and 40 years. Only 12 percent of the workers are over 50 years old.

The Bergmann-Borsig plant at Wilhelmsruh, created from a combination of the dismantled Borsig Works and the bombed-out Bergmann Works, has already begun production.

A number of rolling mills, originally dismantled by the USSR, have been returned to Germany, and have been installed and put in operation. One of them, a strip rolling mill, was returned to its original location in the Groeditz steel plant, and was back in operation within 3 months. The first open-hearth furnace at the plant began service in August, the second one in October. The furnaces have a capacity of 40 tons. It is planned to supply the strip rolling mill with steel manufactured in the same plant. The mill makes railroad equipment.

New steel mills were built at Burg and at Kirchmoeser. At Kirchmoeser, the ground-water table had to be lowered before construction could start, and a pumping station with 70 wells had to be built for this purpose. During the digging operations, concrete blocks, which used to be the foundations of a locomotive assembly shop formerly located on that site, were found embedded in the ground. The blocks had to be blasted or chipped away.

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The most modern rolling mill in Europe was built at Riesa. A large part of its equipment was supplied by West German firms, some of it ahead of schedule. The number of open-hearth furnaces at Riesa was increased from two to six within 8 months. A new tube rolling mill also was installed there.

A new continuous rolling mill has been installed at Hennigsdorf.

New lignite surface mines have been opened. A new conveyer bridge, built by the Lauchhammer plant, has begun operation in the Senftenberg lignite mining region. The new bituminous coal mine construction at Doberlug-Kirchhain is progressing well. The strata covering the coal seams, alluvial sand, gravel and clay, have been subjected to a freezing process, so that sinking of the shaft has already started. A new copper ore shaft has been opened at Sangerhausen. The shaft is 560 meters deep, and was finished 5 months ahead of schedule.

Whereas there were no tractor factories in Eastern Germany before the war, three have been built now. The debris from the former vehicle plants at Brandenburg was salvaged and was used to build a tractor factory, which is now producing the Aktivist tractor. At Nordhausen, although the situation was even worse than at Brandenburg, a tractor factory was built and the first vehicle was delivered in August. Rebuilt assembly halls of the Ifa plant at Zwickau were used for a third tractor plant, which is also in production now.

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